

INFORMATION REPORT

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COUNTRY Germany (Russian Zone)
SUBJECT Activities in the Shipbuilding Industry
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SUPPLEMENT TO
REPORT NO.

1. At the beginning of November 1948, all the publicly owned shipbuilding yards of the Soviet Zone were consolidated in the Vereinigung Volkseigener Werften. The headquarters is located in Schwerin, at Friedrichstrasse 5-7. Director Drewnitzke (SED) is the head of the new shipbuilding combine; Wendt (SED) is the business manager. The following firms are now under the Vereinigung Volkseigener Werften:

- a. Schiffsreparaturwerft Wismar
- b. Warnow-Werft (formerly Kröger-Werft)
- c. Volkswerft Stralsund
- d. Schiffsbergungs-Gesellschaft Stralsund
- e. Peenewerft Wolgast
- f. Boddenwerft Damgarten (on the former airfield)
- g. Elbwerft Boitzenburg on the Elbe

3. Since the war the Kröger-Werft (now called Warnow-Werft) had been primarily engaged in repairing and refitting former German transatlantic steamers for the Russians. The building facilities were limited to wooden vessels. They have now received an order for 200 fishing cutters of the type being built at the Neptun-Werft. This will necessitate a reconversion to steel construction, as the boats are to have iron hulls. The personnel is to be increased from 1,000 to 3,000.

4. The machine plant R. Wolff, Magdeburg-Buckau, the principal makers

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25X1A2g

CENTRAL INTELLIGENCE AGENCY

- 2 -

Industry) in Germany, has requested that Diesel engines be moved to Rostock and Warnemünde as soon as possible. During the war R. Wolff made Diesel engines for submarines for the German navy.

25X1X6

5. Specialists from GEMA have been sent to the Neptun-Werft in Rostock on MSP orders. They are to set up or repair the electrical switches and the wiring for the fire control stations (Feuerleit-Kommandostelle) on the former German destroyers now in drydock at Rostock for repair or modernization. During the war GEMA specialists performed the same services for the German armed forces.

* So described by source; actually head of the Technological Bureau of the MSP.

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